Supreme Court of India. Hearing is in progress.

(d) The dealerships/distributorships under discretionary powers are allotted on compassionate grounds depending upon the circumstances of each case and the necessity for such allotment. Yearwise details of dealerships/distributorships allotted under discretionary powers during the last three years are indicated below:

Year	RO	LPG
1992-93 . . .	19	64
1993-94 . . .	55	57
1994-95 (April-October)	36	34

Stoppage of work by ONGC on certain Sites

2400. DR. MURLI MANOHAR JOSHI:
SHRI TRILOKI NATH CHATURVEDI:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether it is a fact that the operations of ONGC at the various sitea Tosezu-1, HN-1 Champang, Dhansiri and others have been stopped or hampered during this year; if so, the details together with the reasons of stoppage;

(b) what is the estimated loss to ONGC each month at each place; and

(c) what steps have been taken to commence production and exploration work ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH SHARMA): (a) Yes, Sir. The Naga Students Federation demanded that ONGC stop its activities in Nagaland and the licences/permits provided by the State Government to ONGC be revoked. They also demanded that the system of royalty be worked out again and made more beneficial to Naga people.

(b) The loss to ONGC from production at Champang and overheads is estimated to be around Rs. 5 crores per month.

(c) The matter has been taken up with the State Government of Nagaland and the Union Home Ministry to permit ONGC to restart operations.

Requirement of LPG in Punjab

2401. SHRI IQBAL SINGH : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) what is the total requirement of LPG in the country particularly in the State of Punjab for the next three years;

(b) whether our indigenous production will meet this requirement;

(c) if so, the steps taken by Government in this regard; and

(d) if not, the reasons therfor?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH SHARMA): (a) to (d) The LPG production and demand estimated for the next three years are as under :

Figures in TMTPA

Year	LPG Production Estimate (Revised)	Demand Estimate (Revised)
1994-95 . . .	2756	3400
1995-96 . . .	2753	3726
1996-97 . . .	2808	4055

The Public Sector oil Companies are meeting the full demand of their existing customers. The shortfall in the indigenous availability and the consumption is being/proposed to be met through import. The LPG production is expected to increase from about 2.75 MMT in 1994-95 to about 4.75 MMT in 2001-2002 through the commissioning of new refineries and fractionators and agumentation of LPG production capacity from public sector facilities at some of the existing sources. This does not include LPG availability from private sector sources. LPG import facilities at Kandla and Mangalore each with annual import capacity of 600 TMTPA are expected to be commissioned during the last quarter of the year 1996.

Inviting private investors for long gestation projects

2402. SHRI ANANT RAM JAISWAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have invited private investors in its capital intensive and long gestation projects ;

(b) if so, what are the details thereof ; and

(c) what is the response received from the private investors and whether Government consider it to be encouraging ?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF : (a) Yes Sir.

(b) (i) Railways have recently launched 'Build-Own-Lease-Transfer' (BOLT) scheme for projects which are capital intensive in nature. The details of various projects tentatively identified for being offered under this scheme are :

Schemes	Unit	Estimated Cost (Rs. in crores)
A. PROJECTS	*APPROX. DISTANCE* (Km.)	
1. *Gauge Conversion*		
(a) Mudkhed-Adilabad	162	108.0
(b) Agra-Bandikui	150	67.0
(c) Jodhpur-Marwar	104	58.0
(d) Wankaner-Maliya Miyana	80	51.0
(e) Viramgam-Mehsana	65	50.0
(f) Achnera-Mathura	35	20.0
2. *Doublings :*		
(a) Paradeep-Cuttack-Nerugundi	83	200.0
(b) Kanpur-Etawah (3rd line)	139	153.0
(c) Ghaziabad-Hapur-Moradabad	141	128.0
(d) Diva-Vasai Road	42	90.0
(e) Kuttipuram-Calicut	56	54.0
(f) Diva-Panvel	26	47.0
(g) Guruvayoor-Kuttipuram	36	40.0
(h) Muradnagar-Meerut City	30	31.0
3. *Electrification :*		
(a) Itarsi-Allahabad	613	253.0
(b) Khurda Road-Vishakhapatnam	443	237.0
(c) Khargpur-Bhubaneshwar including Talchar-Paradip	522	214.0
(d) Renigunta-Hospet	423	136.0
(e) Saharanpur-Meerut-Ghaziabad Saharanpur-Shami-Delhi Shahadara Meerut-Hapur-Khurja	405	110.0
(f) Jalgaon-Udhna	306	99.0
4. *Telecommunications :*		
(a) Replacement of existing analog microwave link by (34+2) MB/S digital radio relay system on		
(i) Bhusawal-Nagpur		12.0
(ii) Gorakhpur-Lucknow		13.0
(iii) Bilaspur-Jharsuguda		12.0
5. *Bridges :*	*Number*	
(a) 2nd Mahanadi Bridge	1	55.0
(b) 2nd Birupa Bridge	1	15.0
6. *Road Over-Bridge (Rob)*		
(a) ROB at Km. 613/9-10 Ramakrishnapuram (Hyderabad Division)	1	5.5
(b) ROB near Surat	1	4.0
(c) ROB at Km. 372/12-13 Dehera (Daund-Manmad)	1	0.8
(d) ROB at Km. 143/10-11 Bongaigaon (Bongaigaon-Guwahati)	1	2.4
(e) ROB at Km. 145/6-7 between Hospet & Kariganuru	1	0.7
(f) ROB at Km. 3/14-15 between Hubli & Kusugal	1	0.4
B. *ROLLING STOCK*		
Locomotives		
(a) Electric	107	441.0
(b) Diesel	110	253.0
Passenger Coaches		
(a) Coaches	1100	413.0

Schemes	Unit	Estimated Cost (Rs. in Crores)
Freight Wagons		
(a) Wagons 4 wheel units	12000	600.0
Multiple Units		
(a) Electrical Multiple Units (12'0" Stock)	350	215.0
(b) Mainline Elect. Multiple Units (10'-6" Stock)	150	90.0
(c) Diesel Multiple Units	150	90 0
Rail Buses		
B. G.	50	15.0
M. G.	30	6.0
C. *DEVELOPMENT AND MAINTENANCE OF STATIONS*		
	On the pattern of Bandra Station (Western Railway)	

(ii) Tourist Trains : Global bids were invited from 23-5-94 to 25-7-94 from public and private sectors for ownership, marketing and management of Palace on Wheels type tourist trains on five tourist circuits on the Broad Gauge entailing an investment of Rs. 100 crores on rail transport infrastructure by the bidders.

(c) So far the response has been encouraging.

Railway Division in Ahmedabad

2403. SHRI CHIMANBHAI MEHTA :
SHRI ANANTRAY DEVSHANKER DAVE :
SHRI RAJUBHAI A. PARMAR :

Will the Miinster of RAILWAYS be pleased to state :

(a) how many proposals for opening new divisions in Western railways have been received by Government of India ;

(b) how many of them have been accepted ;

(c) what are the criteria adopted in acceptance of these proposals;

(d) the reasons for not opening a new railway division at Ahmedabad/Gandhinagar ; and

(e) whether Government of India accepts, in principle, the request of Government of Gujarat for opening a new railway division at Ahmedabad or Gandhinagar ?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF) : (a) Government have received suggestions/ proposals for the opening of two new Divisions on Western Railway.

(b) No new division has been approved by the Government during the past three years.

(c) New Railway divisions are set-up taking into consideration the size, workload, growth and pattern of traffic and other operational requirements consistent with the needs of economy and efficiency.

(d) and (e) The matter relating to creation of new divisions is presently under study and examination and a final decision will be taken after the study is completed.

Completion of gauge conversion projects

2404. MISS SAROJ KHAPARDE : Will the Minister of RAILWAYS be pleased to state :

(a) to what extent Government have completed the gauge conversion projects in different zonal railways and opened them to passenger traffic during the last three years;

(b) the total cost of gauge conversion incurred by Government zone-wise, during the same period ; and

(c) the total work pending in this regard, zone-wise, till date and the cost over-run involved therein ?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF) : (a) During the last three years a total of 3,105 kms. of NG/MG lines have been converted into broad gauge.

(b) The total expenditure incurred by the Govt. on gauge conversion, zone-wise during the last three years is as under :—